

EXHIBIT A

**Comprehensive Arterial
Road Network Plan
(CARNP)**

**Leadership Committee
Recommendation
(As Amended)**

**Preliminary Approval
November 9, 1998**

**Final Approval
December 21, 1998**

**Board of County Commissioners
Approval January 7, 1999
Resolution No. 001-99**

MINUTES OF THE MEETING OF THE BOARD OF COUNTY COMMISSIONERS OF
JOHNSON COUNTY, KANSAS, HELD ON THURSDAY, JANUARY 7, 1999

A regular meeting of the Board of County Commissioners of Johnson County, Kansas, was held on Thursday, January 7, 1999, with the following members being present and participating, to-wit:

WHEREUPON, there came before the Board for consideration the matter of adopting a plan for addressing future roadway needs in southern and western Johnson County.

The Board, after thorough discussion and consideration, upon a motion duly made, seconded and carried, adopted the following Resolution, to-wit:

**A RESOLUTION ADOPTING THE COMPREHENSIVE ARTERIAL ROAD
NETWORK PLAN**

Resolution No. 001-99

WHEREAS, the Board of County Commissioners of Johnson County, Kansas, received a staff report entitled *Planning for the Future: Transportation Options for Southern and Western Johnson County* dated August 12, 1997; and

WHEREAS, staff suggested a process using both professional recommendations from experts and considerable public input derived from surveys, committees, and public hearings to determine the road needs in the southern and western portions of Johnson County over the next 20 to 40 years; and

WHEREAS, a professional consultant knowledgeable in demographic projections, transportation planning, and land planning was retained to assist the County in its efforts to analyze future road needs; and

WHEREAS, a technical committee comprised of approximately twenty individuals knowledgeable in planning, engineering, economic development, or local government was appointed by the Board of County Commissioners to provide technical advice and ensure that recommendations

of the professional consultant were consistent with the goals and plans of Johnson County and cities in Johnson County; and

WHEREAS, a group of 70 residents from Johnson County, which later grew to 100 residents, formed a committee called the Very Interested Group of Residents (VIGOR) to provide input and advice to the Board; and

WHEREAS, a Leadership Committee was appointed by the Board to oversee the process and make recommendations to the Board; and

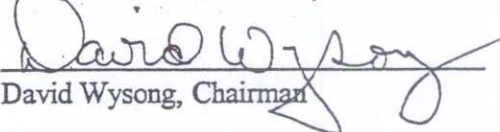
WHEREAS, the Leadership Committee submitted its final recommendations to the Board on December 21, 1998, in the form of the "Comprehensive Arterial Road Network Plan" attached as Exhibit A; and

WHEREAS the Board deems it necessary and desirable to approve and adopt the recommendations in the Comprehensive Arterial Road Network Plan.

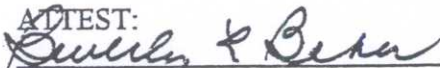
NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Johnson County, Kansas that the Comprehensive Arterial Road Network Plan attached as Exhibit A, including the Supplementary Recommendations, is hereby adopted by the Board to establish the Board's plan for future roadways in southern and western Johnson County.

ADOPTED THIS 7TH DAY OF JANUARY 1999.


BOARD OF COUNTY COMMISSIONERS
OF JOHNSON COUNTY, KANSAS


David Wysong, Chairman

ATTEST:


Beverly L. Baker
County Clerk

APPROVED AS TO FORM:


Robert A. Ford
Assistant County Counselor



CARNP Corridor Development Categories & Requirements

Item	Roadway Type			
	Type I – Low	Type II – Medium	Type III – High	Type IV – Major
Functional Classification	Minor Arterial	Major Arterial	Parkway	Highway
Example Urban	143rd at Mur-Len	Antioch / Blackbob	135th / Northgate	K-7 North of K-10
Example Rural	143 rd West of Clare	175 th , 135 to US169	None	K-7 North of K-10
Lanes – Urban	3-4	4-6	4-6	4
Lanes – Rural	2	2	2-4	2-4
Speed – Urban Speed Limit	35	45	45	60
Speed – Rural Speed Limit	45	50	55	65
Traffic volumes – Urban ADT	7,500 - 20,000	9,150 - 40,000	9,150 - 50,000	18,300 - 70,000
Traffic volumes – Rural ADT	2,000 - 7,500	2,000 - 10,000	7,500 - 30,000	18,300 - 50,000
Turn lanes	As required	All Intersections	All Intersections	N/A
Median breaks/street spacing (minimum)	1000 ft.	1/4 mile	1/2 mile	N/A
Intersection Type	Stop / Signal	Signal	Signal/Interchange	Interchange
Median breaks/street spacing (recommended)	1/4 mile	1/3 mile	1/2 mile	at Interchanges
Driveway corner clearance from o.l. (min.)*	600 ft.	600 ft.	600 ft.	N/A
Frontage – Driveway spacing **	400 ft.	660 ft.	1000 ft.	N/A
RAW – Rural	80-120 ft.	120 ft.	150-200 ft.	200-300 ft.
RAW – Urban	120 ft.	120 ft.	150-200 ft.	200-300 ft.
Bike lanes/paths	Planned routes	Planned routes	Planned Routes	Planned Routes

* Corner lots with less frontage than indicated are restricted to access along minor route.

** Frontage required for each driveway.

Urban roads are not now in the study area, but are included here to show compatibility with rural requirements.

Supplementary Recommendations

Following the adoption of the County Arterial Road Network Plan (CARNP), it is recommended that the Board of County Commissioners move forward with the following supportive measures:

- I. Update the County's Master Plan to incorporate the recommendations of the CARNP.
- II. Integrate the access control and right-of-way requirements proposed in the CARNP into the County's Master Plan and the County Zoning and Subdivision Regulations.
- III. Utilize growth management techniques as "Guiding Principles" (comprehensive planning, zoning, platting, infrastructure programming, etc.) to manage the type, location, and timing of development. New roadway construction should be planned so that it does not encourage leap-frog development.

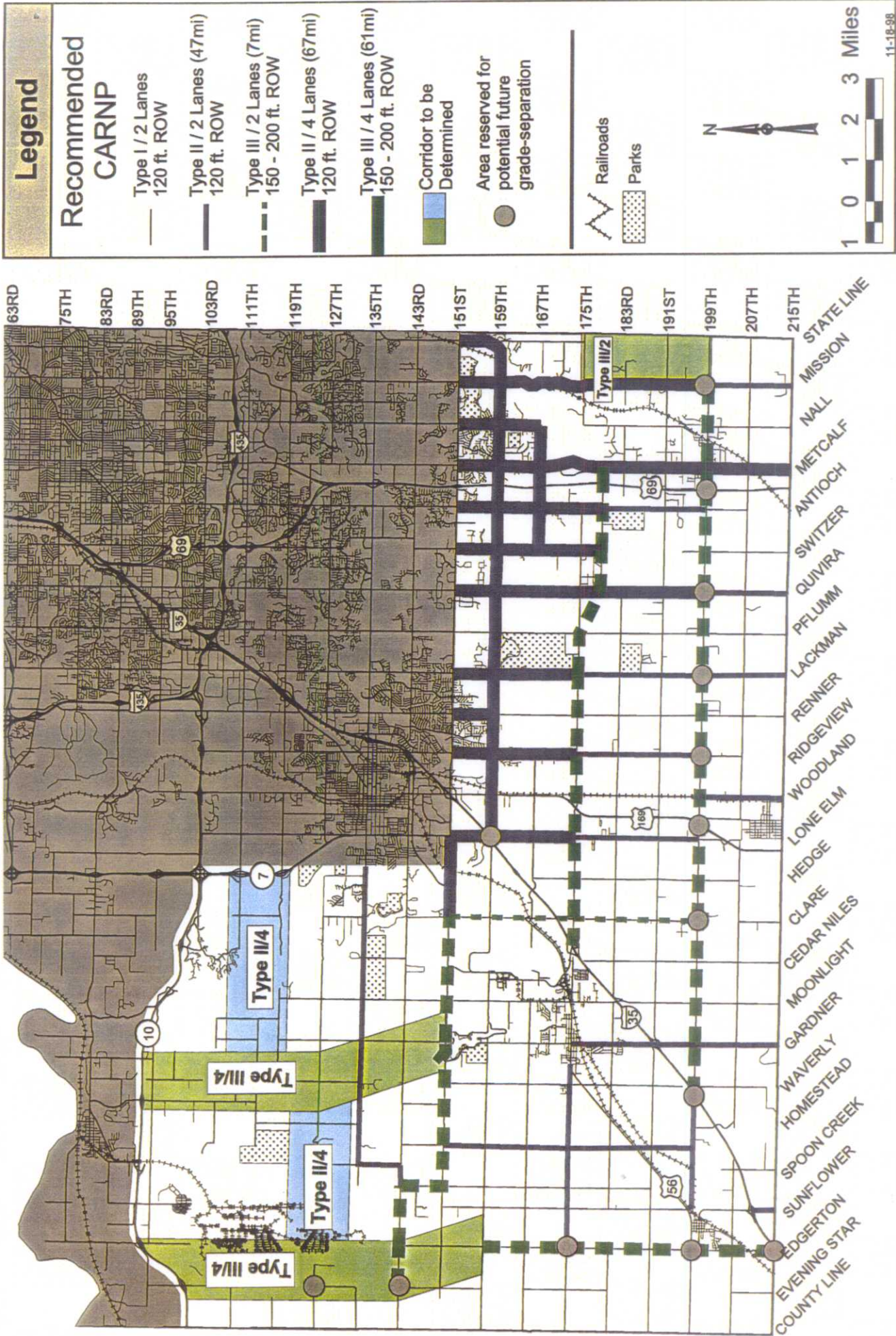
GUIDING PRINCIPLES

The following are guiding principles of the Johnson County Comprehensive Arterial Road Network Plan (CARNP). These guiding principles shall govern the implementation of roadway improvements identified in the CARNP.

- A. A strong emphasis will be placed toward public notification and involvement in the development of all roadway improvement plans. This notification and involvement will be particularly focused toward property owners adjacent or in close proximity to a proposed improvement project.
 1. Public notification shall include direct mailing, newsletters, media advertisements, signage, etc.
 2. Public input shall, at a minimum, include a community briefing at the start of the action to proceed with construction of a proposed roadway improvement.
 3. The Planning Commission, township boards, and township zoning boards will serve an integral role in the improvement planning process. These boards shall, at a minimum, have an opportunity to review and comment on roadway improvement plans prior to the county commission taking action to proceed with construction of a proposed roadway improvement.
- B. Sensitivity to the natural and built environment will be a centerpiece of the CARNP. Each improvement project will be designed such that impacts to adjacent property owners and the natural environment are minimized and/or mitigated. The following practices will be incorporated into all roadway improvement plans:
 1. Landscaping and vegetation will be relocated or replaced in "as good or better" condition upon completion of roadway improvements.
 2. Landscaping and vegetation will be used to the extent practical to minimize adverse noise and visual impacts on adjacent residential properties.
 3. Projects shall be designed to avoid adverse impacts to the natural environment. Where adverse impacts to the natural environment are unavoidable, they shall be mitigated.

- IV. Develop a right-of-way preservation plan and strategic acquisition program including how such a plan is to be financed over the next 20 years. The Board shall strive to complete this plan and implement its recommendations within one year of the adoption of the CARNP.
- V. Research the impacts of an excise tax on new development similar to that used by the Cities of Overland Park, Olathe, and Shawnee to reduce the incentive to prematurely develop in rural areas, and also to place the burden of associated roadway improvement costs on new development.
- VI. Complete detailed engineering and environmental studies to establish corridor alignments for the following locations:
- A. Complete the necessary engineering and environmental studies to establish a roadway alignment for the Type III Corridor identified in the CARNP as Evening Star/Edgerton Road from K-10 Highway to 159th Street. This alignment study should be addressed in conjunction with the redevelopment planning of the Sunflower Ordinance facility.
 - B. Kill Creek/Corliss Road Corridor from K-10 Highway to 151st Street
 - C. 111th/119th Street Corridor from K-7 to the Kill Creek/Corliss Road Corridor.
 - D. 119th/135th Corridor from Kill Creek/Corliss Corridor to Evening Star Road.
 - E. 175th/199th Corridor from Mission to State line.
- VII. Develop a priority mechanism/schedule for upgrading roadways in which data such as traffic counts/accidents statistics trigger the need for improvement. These triggers will serve as indicators to the County that improvements may be warranted along a roadway segment and should be studied. These road studies should include notification and significant involvement by those residents living on or near the roadway segment being considered for improvement. Recognize the desire of citizens to be actively involved and have public input in the development of the triggers.
- VIII. Incorporate alternative transportation facilities (*i.e.* transit, bikeway, and pedestrian) into corridor development plans where appropriate.
- IX. CARNP is not to accommodate interstate truck traffic. It is Johnson County's position that it is the primary function of the State and interstate system to provide adequate access through the County for interstate truck traffic. Due to safety concerns and high maintenance costs, Johnson County will take aggressive action to discourage through truck traffic on local routes. It will start by conducting a study for the unincorporated area to determine the needs for local trucks and establish truck routes to fulfill these needs.
- X. Roadway improvements that require the use of street lighting shall do so by incorporating the best technology available to minimize the adverse impacts to the surrounding residents associated with the artificial lighting.

Recommended CARNP



Alternative 3a: Designate Two Major Corridor Routes: Inner / Outer